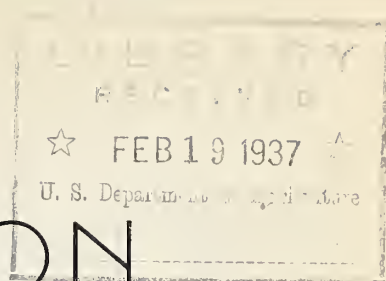


## **Historic, archived document**

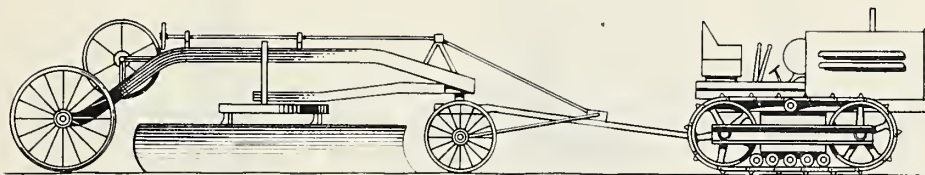
Do not assume content reflects current scientific knowledge, policies, or practices.



1.9  
F76 Ch



# CONSTRUCTION



## HINTS

UNITED STATES DEPARTMENT OF AGRICULTURE, FOREST SERVICE  
WASHINGTON, D. C.

Vol. 3

February 20, 1937

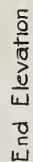
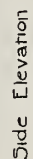
No. 4

### CHAIN PROTECTION FOR DUAL WHEELS

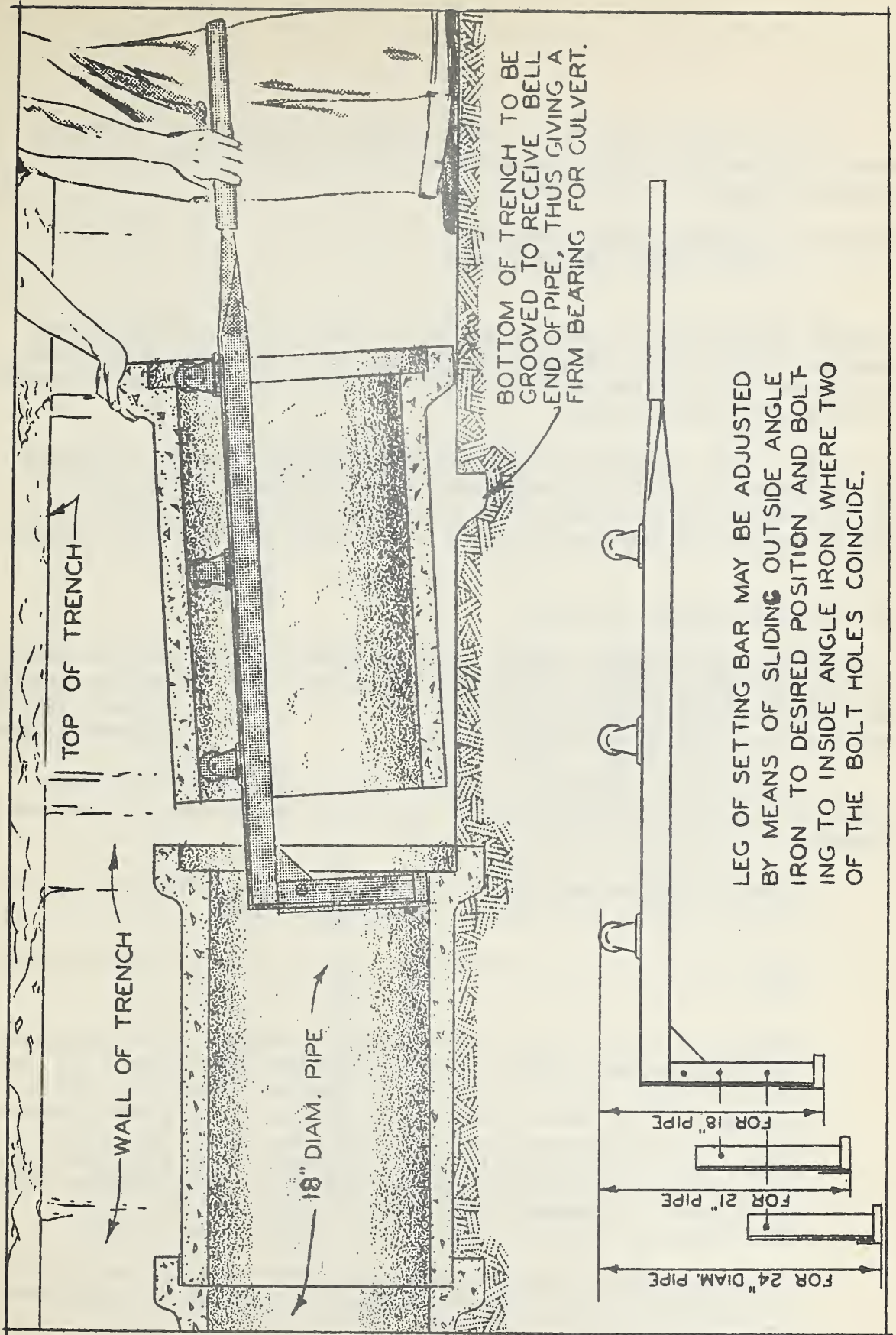
By H. A. Gravengood, Construction Foreman,  
Camp Irons F-17, Irons, Michigan

We have been experiencing considerable trouble with the tire chains catching on the brake connections on the inside dual wheel and breaking or bending the connection. To overcome this situation we took the regular dual chains apart and put in six-inch cross links and used three side chains. The center side chains fit between the two duals. The six-inch cross links were staggered between the center side chain and the two outside chains, making the going more even. The chains fit more snugly on the tire and there is no dragging or catching on the brake connections.

(Over)



Pc. 2 $\frac{1}{8}$ " x 2 $\frac{1}{8}$ " x 5.3# T-Iron 6'-2" long.  
Pc. 2" x 2" x  $\frac{1}{4}$ " L-Iron 14 $\frac{1}{2}$ " long.  
Pc. 2" x 2" x  $\frac{1}{4}$ " L-Iron 1 $\frac{3}{4}$ " long  
Pc. 3" x 4 $\frac{3}{8}$ " x  $\frac{1}{4}$ " Plate  
Pc. 3" x 3" x  $\frac{1}{4}$ " L-Iron 10 $\frac{1}{2}$ " long.  
 $\frac{5}{8}$ " x 2" Machine bolt & nut with lock washers.  
 $\frac{5}{8}$ " x  $\frac{1}{2}$ " " " "  
12 Machine bolts & nuts with lock washers to



USE OF THE SETTING BAR WITH CONCRETE CULVERT  
PIPE

DE SOTO PLATE 2a8



The following service bulletin has been received from the General Motors Corporation. The change described should increase the life of Chevrolet propeller shaft bearings:

SUBJECT    UNIVERSAL JOINT ASSEMBLIES  
          1½ TON TRUCK (1934 and 1935)

A design change has been made in the Front Propeller Shaft Assembly and Universal Joint, which lengthens the Bearing between the Propeller Shaft Housing and the Universal Ball Joint Sleeve, and should materially increase the life of Universal Joints.

The above change consists of lengthening the Housing (See "A" on sketch) and machining the outside diameter of the Rear Universal Joint Yoke ("B") of the Front Universal Joint, to obtain the proper clearance ("C") in order to allow lubricant to work back to the Propeller Shaft Front Bearing ("E").

The new parts are as follows:

Part #473540 Front Propeller Shaft Housing Assembly (157")	replaces #600964.
Part #473541 Front Propeller Shaft Housing Assembly (131")	replaces #600963.
Part #601066 Universal Joint Assembly	replaces #600182.
Part #473539 Universal Joint Rear Yoke	replaces #370439.

All replacements on both 131" and 157" wheel base 1934 and 1935 Trucks should be made with the new parts, using the following procedure when making replacements:

Check fit between Universal Joint Ball Sleeve and Propeller Shaft Housing, replace Ball Housing if necessary ("D").

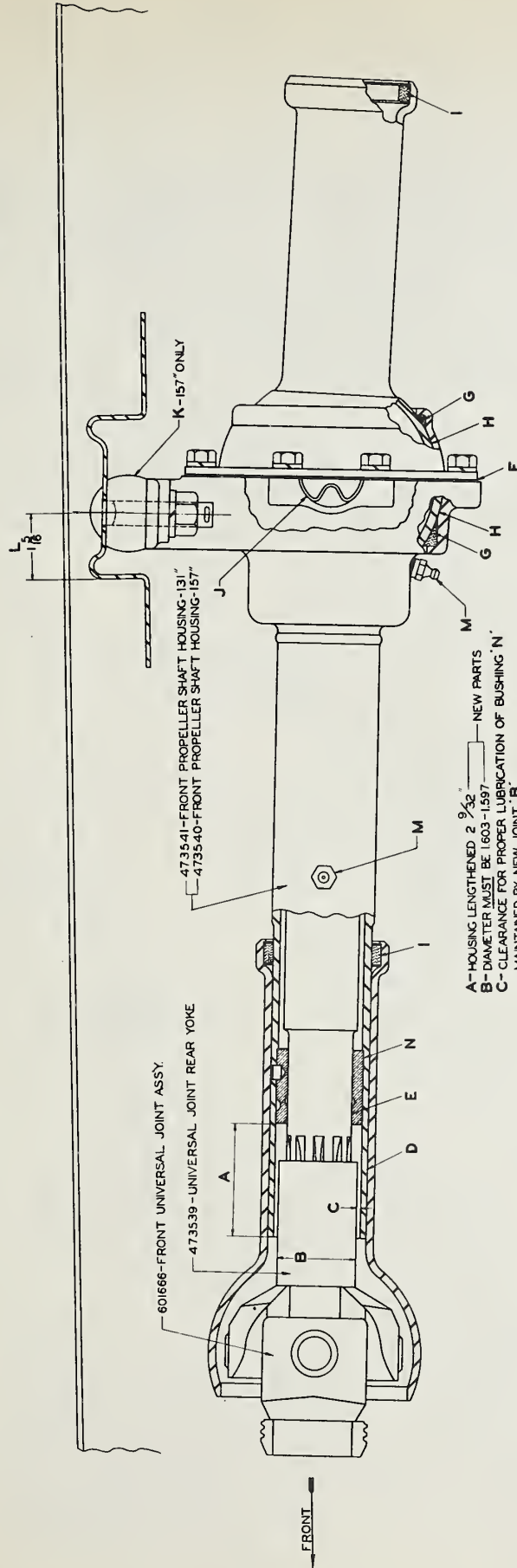
Replace Front Propeller Shaft if excessively worn at Front Bushing ("E").

Assemble Universal Ball Joint Housing less Shafts, first removing cork Gaskets; then remove or add Shims between Retainers ("F"), so that the proper amount of tension is obtained to maintain proper alignment and oil seal. Before reassembling, install new cork Gaskets ("G"), shellacking them in the Ball Retainers, coat the Ball ("H"), and cork Gaskets with graphite grease - this will give the Ball proper lubrication and prevent wear on the cork Gaskets. Check and replace if necessary, the Seal ("I") in end of Ball Joint Housing Sleeves. This applies to both Front and Rear Joints.

If the rear Ball of the Front Propeller Shaft Housing does not have a Lug welded on it, to prevent it from rotating, a "W" Spring Lock Part #600900 should be installed ("J").

# UNIVERSAL JOINT ASSEMBLY SERIES P & Q TRUCKS

BULLETIN SMD 30



- A- HOUSING LENGTHENED  $2\frac{9}{32}$ " — NEW PARTS
- B- DIAMETER MUST BE 1603-1597
- C- CLEARANCE FOR PROPER LUBRICATION OF BUSHING 'N' MAINTAINED BY NEW JOINT 'B'
- D- CHECK CLEARANCE
- E- CHECK CLEARANCE
- F- ADD OR REMOVE SHIMS AS NECESSARY
- G- SHELLAC CORK GASKETS IN RETAINERS
- H- COAT BALL AND CORK WITH GRAPHITE GREASE
- I- CHECK - REPLACE IF NECESSARY
- J- WELDED LUG IN PRODUCTION - OR 'W' SPRING LOCK FOR SERVICE
- K- SPACER SHOULD BE IN 157" TRUCKS ONLY
- L- CORRECT LOCATIONS FOR HANGER ON 157" TRUCK
- M- INSTALL ALEMITE FITTINGS, LUBRICATE GENEROUSLY WITH SAE # 160 OIL AND AT EVERY LUBRICATION
- N- FRONT PROPELLER SHAFT BUSHING

